TROUBLE OVER GULF OYSTERS

VARIED EFFECTS OF THE NEW LAW IN LOUISIANA.

Has Nearly Prevoked a Physical Clash With Mississippi—May Destroy the Manjia Men's Picturesque Colony —Enermous Value of the Oyster Fields.

NEW OBLEANS, April 18 .- The discovery that the oyster fisheries of Louisiana are one of the most valuable properties of the State promises to cause a revolution along the Gulf coast. Of the value of these oysters nothing was known a few clusively in the New Orleans market, the trade being in the hands of Austrians (Dalmatians,) Manila men, (Filipinos) and The Legislature at the last session ore

ated an Oyster Commission, and passed a very rigid law which prohibits any except citizens of Louisians from engaging in the oyster fisheries. This law has had a most remarkable combination of effects.

It started, first of all, a war between Louisiana and Mississippi over their water boundary which, has, at times, nearly reached the stage of a physical struggle. The matter is before the United States Supreme Court in an original suit between the two States, and it has been agreed that until the suit is decided the disputed ter-ritory shall be open to the fishermen of both States.

This compromise, however, has not assured complete peace. The Louisiana Oyster Commission has a gunboat which has been warning away some of the Mis-siasippi fishermen—or pirates, as the Lou-isianans call them; and in Biloxi and other oyster towns of Mississippi, this action of the commission has been denounced in the most violent terms and calls have been made upon the fishermen to resist these acts by force.

It has not yet come to a skirmish, but

it is likely to do so unless the Supreme Court soon passes on the boundary case. As a matter of fact, the Mississippi canners have been depending largely on Louisiana oysters for years, and to supply the trade they will have to get them by force, if necessary.

In Louisiana the law has revolutionized

the oyster industry and has made a great many people uncomfortable. The first to feel the effects of the change were the amateur hunters and fishermen.

Stretching from New Orleans to the Gulf, on the east side of the Mississippi, is the great Gulf marsh. It is a magnificent bunting field for snipe, becassines, papabottes and ducks of all varieties from teel to canvasback. Its lagoons, bayous and inlets furnish all varieties of fish known on the Louisiana coast, except the redfish, pompanoes and Spanish mackerel, which are caught further out in the Gulf in deeper water.

Scattered through the marsh, especially

on the banks of the bayous and their streams, are comfortable bunting or fishing lodges, belonging to social clubs of New Orleans, where the members can run for an evening or a Sunday, certain of rest from the city's busy clamor, and of a good game or fish dinner. But since the new law went into effect, requiring the oysters caught in Louisiana to be canned or pre-pared in the State, there have sprung up in this marsh big canning establishments, which have been removed from Missis-sippi or Maryland, with hundreds of cabins for the Bohemian shuckers and canners, and the marsh is redolent with the odors of spoilt cystem.

The Austrians were the next victims

No one knows exactly when they came to Louisiana, but they have controlled the oyster industry of the State for fifty or more years. They are Dalmatians of pure or nearly pure Slavic type with distinctly Slavic names Abramovich, Jacobovich,

EGGS SAFELY HANDLED.

Pragile as They Are, the Breakage Transit Is Astenishingly Small.

*Many eggs broken in handling? You would be surprised to know how few,"
said the commission merchant. "The egg
is a fragile thing? It certainly is, but as
a matter of fact the breakage of eggs in transit and in handling is extremely small, really next to nothing.

"The commercial egg package almost universally used throughout the country at the present time is a case containing thirty dozen. There were received in New York last year 2,869,269 cases of eggs; multiply that by 360, the number of eggs to a case, if you care to know the total number of eggs.

"Packed in cases eggs run about 400 cases

to the car; so that the eggs brought to New York last year made upward of 7,000 carloads, equal to a hundred and forty-odd solid trains of eggs of fifty cars each. Are there solid egg trains? Not many, but this for the reason that the eggs are gathered originally from many and widely scattered points; but solid cars of eggs and bunches of cars are common, fre-

quent, every-day shipments.

"And, packed as they are nowadays, eggs for this market come from everywhere, pounding over a thousand, fifteen from as far north and west as North Dakota, and from as far south and west as Texas. with scarcely any breakage worth men-

with scarcely any breakage worth mentioning.

"As a matter of fact there were not a very great many eggs broken in shipping and handling even when eggs were shipped in barrels, packed in chopped straw, as eggs commonly were up to fifteen years ago. You might think that, packed in that manner, the eggs would shuck about and smash against one another and so get broken, but they didn't; but beirg comparatively a heavy and bulky package the barrel got, naturally, more heavy jolts and jars in handling than a lighter package would and more eggs were broken in it in that way. But with the modern egg crse, giving not only security in the package itself but making a package that can be easily and conveniently and safely handled, the breakage in eggs is reduced to a very small matter indeed.

"In the bottom of the egg crse is spread a thin layer of excelsior, over which is isid a sheet of cardboard, upon that being set a rack of cerdboard pockets, each pocket a holder for one egg. On that first layer of eggs is laid another sheet of cardboard and on that another rack of pockets, and so the case is filled, the top layer of eggs being covered with a final sheet of cardboard on that and on that the cover of the box, which is packed just tight enough to keep the eggs from moving.

"The egg case is made of whitewood, of thin, light stuff, but it serves its purpose well, and the strengthening straps nailed across the ends serve admirably as handles.

"Thus packed these thin light cases filled with eggs are stacked up in cars and carried long distances and hauded about on trucks and handled in and out of warehouse, commonly without the slightest mishap. If anything does happen to eggs in transit or handling it is likely to be in the nature of an accident such as might happen to anything. For instance, a case of eggs might work out from under the rope around a truck load or a case of eggs might fall out of a wagon, or an axle might break and let a load of eggs drop.

"Ever hear of a carload of eggs in a collision? Oh, yes; freig "As a matter of fact there were not a very

are, the loss is astonishingly small; we might handle millions of eggs in and out of store and never break one."

WRESTLING.

Tem Jenkins's Bold Offer-A Big Tournsment to Be Decided in Copenhagen.

The part of the State for fifty or more years. They are Dainalians of pure or nearly pure Slevic typs with destinctly more and associating mainly with the Italian colory, although, in all respects the Italian colory, although, in all respects of the Italian colory, although, in all respects of the Italian colory, although, in all respects of the Italian colory, although, in all respect of the Italian colory, although, in all respects of the Italian colory and the Italian colory and the Italian colory and for the Italian colory run for the United States court to become naturalized. Although they have been collected the Italian colory run for the United States court to become naturalized. Although they have been collected the Italian colory run for the United States court to become naturalized. Although they have allegated the Italian colory run for the United States court to become naturalized. Although they have allegated the Italian colory run for the United States court to become naturalized. Although they have been collected and the Italian colory run for the United States court to become naturalized. The Italian colory run for the United States court to become naturalized and the Italian colory run for the United States court to become naturalized. The Italian colory run for the United States court to be come naturalized although the Italian colory run for the United States court to be come naturalized. The Italian colory run for the United States court to be come naturalized and the Italian colory run for the Italian colory run f Tom Jenkins, who won his title of catchas-catch-can champion back from Dan M'Leod recently at Bur'alo, is of the opinion that he is good enough to older to throw either M'Leod

and Parr are anxious to show to the public just how good they are in a handicap matea, I will make the lollowing proposition: I will undertake to down them one at a time on they can have the cattre purse and a side bet which I will wager. The strangte hold must hey can have the cattre purse and a side bet which I will wager. The strangte hold must be barred. The authorities will not permit it anyway. In saying this I do not wish to detract anything from the relative merits of both men. They know their business and are in the front ranks. Speaking of the coming match between M'Leod and Parr, which is to be held at Buffalo on April 24, Jennins says: "I have wrestled both of these led in the front ranks. Speaking of the coming match between M'Leod and Parr, which is to be held at Buffalo on April 24, Jennins says: "I have wrestled both of these led in the first property of the say in the say

BOXING TO IMPROVE THE BODY

SWINGING BLOWS EXCELLENT IN PHYSICAL CULTURE.

They Teach the Correct Use of the Muscles in Groups—Ducking and Dodging Fine Exercise to Give Agrillty—Five Ways of Landing Swings Described

Not only are swings in boxing; effective as blows; their practice affords, besides a splendid means of indulging in advanced physical culture. To deliver a right or a left hand swing

effectively requires quickness of eye and extraordinary agility of the entire body Hence, the correct use of muscles in groups is taught, and the boxer learns how to use them coordinately in the shortest possible He gets an altogether different training

He gets an altogether different training and idea of muscular power than in the A. B, C's of physical culture, when he exercised each muscle, or small set, without any regard to its neighbors.

The dodging and ducking often necessary to escape savings or counters is also fine exercise. It brings all the neck and

waist muscles into play, as the simpler forms of physical culture cannot do. A

man who can dodge or duck well cannot to other than develop a strong waist and A swing should be delivered when the opponent is coming toward your right or left. If he advances toward your right, swing for him with the right; and vice

As the arm is well bent at the elbow in swinging, this means that you must get close to your opponent. Therefore, in order not to expose yourself to counters, swings must be delivered quickly and then you must get out of harm's way just as soon as ever you know how. This is where exercise in agility and quickness of the eye and judgment come in strong.

The swing should be delivered on the neck or the jaw. Among professionals this is generally the knock-out blow, unless any kind of blow will finish the contest. But, of course, in a friendly bout for ex-

ercise, and for that alone, all the essential conditions are fulfilled without striving to deliver too telling blows or carrying matters toward professionalism. Fox with will, but not with grim determination, for, in exercise, as in business, no benefit will accrue unless you take healthy interest

in it.

Descriptions of five of the more important ways of landing swings are given below.

But before practising them, be certain to insure a bounteous supply of fresh air for

he bout. Left hand swing—To deliver an effective Left hand swing—To deliver an effective left-hand swing, creep up to your opponent with the left foot. When you see an opening that you think will give you a good blow on some part of his neck or jaw, bring the right foot close to the left, and at the same time throw the upper part of your body forward, along with the left, for neck or jaw. The arm must be bent at the elbow.

Never swing with a straight arm. Then your opponent, when he guards, will not be able to be d your arm backward at the

your opponent, when he guards, will not be able to bend your arm backward at the elbow and thereby cause you certain discomfort in that locality.

To guard a left-hand swing, throw up the right elbow to the height of the chin and about eight inches in front of it. The forearm should siant so that the opponent cannot slip his left over and deliver an effective blow. He may be able to get in a glancing blow but don't mind a little think like that.

If the boxer on guard is quick, as a rule, he can use his left to good advantage, but he should remember that his opponent has a right to guard with.

Right-hand swing with the left guard—The right-hand swing with the left guard—The right-hand swing is practically the reverse of the left. It is a better blow, however, and it must be delivered from a greater distance, since the left of the body is always forward in boxing.

A boxer must be very sure of being able to deliver this swing before trying it. He must also be careful that his forearm does not strike the elbow of the opponent's guarding arm, if he cares to escape an unpleasant surprise.

To guard, throw up the left arm a little

EMBROIDERY IN STRAW. The Latest Nevelty in the Department

Needlework for Women. Embroidering in strew is a new department of needlework in which both am teurs and business workers are practising. Fancy puffed crowns for the hats of small girls, panels for screens and for workbags, music and paperracks, photograph frames, trinket-holders and catch-alls for desk and

table are among the things turned out.

Women who like to be their own milliner Woman who like to be their own milliners, and there are many such, get a hat frame made by a designer and apply the straw gimps according to fancy. Very dainty ornaments of straw innermixed with beads and with silk or horsehair pendants are contrived to and off the corners and give elegance to the hand-made knicknacks. Tinted arabesques and bugles are brought

rinted arabesques and bagles are brought out for this purpose, and also ready-inished rosettes and aignettes, all of straw, but pretty and graceful.

Some of the more expensive gimps have the gleam of crystal, yet are as pliant and manageable as a cloth fabric would be. Others have the soft shaggy appearance of a fibrous woolly braiding. Imported braids are in the intermixed brown, green and terra-cotta time that suggest rug designs, and others are in open-work patterns.

A young mother lately made a baby hamper out of pretty blue straw, sewn to a web-and-wire foundation and lined with silk of a slightly darker hus. She wrought out a pretty design in crystal white straw for one side panel and contrived similar ornamentation on the cover.

America makes only the simpler patterns of fancy atraw braids. The best are made abroad, though at the instance of American dealers. The finest is made in Florence and in the German and Swiss towns. Paris dictates what sorts are most wanted, and New York originates uses for the same. Since the dyers learned how to color straw in almost as great a variety as wool or silk textures, innovations in the straw trade have been many.

The process of preparing most of the raw material used is long and tedious. In chip, the peelings or shavings got from that part of the tree just under the bark are buried for twelve months before the sap is sufficiently out of them to allow of their being dyed. The peelings of a tree common in Cuba and the West india islands have to be subjected to the same treatment. Then the crude substance has to be sent to Switzerland to be made into braids.

AUTOING IN STORMY WEATHER.

AUTOING IN STORMY WEATHER. Great Fun in It, for Some, Cruising in

Automobilists as a rule don't find much fun in driving through rain and mud, but there is now and then to be seen out in stormy weather an autoist who does seem to enjoy it.

Thus there was met, on one of those

tremendously wet and windy days of last

Thus there was met, on one of those tremendously wet and windy days of last week, when everything that wasn't blown away was afloat and the rain was falling constantly in torrents, thrashing to windward against the northerly gale, in upper Seventh avenue, an autoist who was evidently enjoying the run.

His machine was not of the biggest battle ship type of auto, nor was it of the smallert. It was about midway, about of the cruiser size, and it sailed away up Seventh avenue in great shape. This dirt-topped, macadamized driving road was now a sea of mud and water from side to side and you couldn't have driven any sort of vehicle there without spattering mud in all directions. The heavy auto, with its rounded, broad-face wheels ploughing through it swiftly, threw up the mud and water in sheets.

Coming along at speed the big machine would rise at the crossings like a vessel rising on a swell, and then, plunging down into the sea of mud and water beyond, the auto would send that flying on either side from its forward wheels as a stramer would throw the water and foam from her bown when the struck a sea.

He had a woman companion on the forward seat of the auto, this automobilist, and she sat back and held on to her hat and seemed to be enjoying it, while he bent forward over the steering wheel and kept the machine a booming, keeping her headed straight up the broad channel, and slashing and smashing and dashing through the mud and water at a great rate, like a cruiser under full steam; and when, a minute later, you heard him blowing somewhere up the road, you imagined that he had met there another auto-cruiser, this one bound south, and was blowing to tall him whether he was eving to star-

THE BOROUGH OF BROCKLYN

A SEAT OF GREAT ACTIVITY IN SUBURBAN BUILDING.

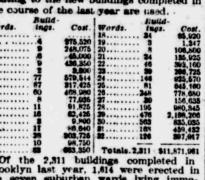
Housing Tendent les That. Compet the Middle-Class Fegulation 1 to Seck Homes Outside Manhattan Aftere a Large Proportion of the People Go.

It requires but a brist tonr of exploration convince one that the suburbs are the cene this spring of a real estate movement f unusual extent and importance. At ying parts of the n etropolitan area building operations are everywhere in evidence, and one is seldom but of sight of bands of laborers engaged in the grading and paving of streets and the extension of city imments. Op prators who deal in property on the cit p's outskirts look for an unprecedented a sie of houses in the course of the coming summer and expect a big increase over last year in the volume of speculation and investment in vacant lots.

The current, activity in the suburbs is to doubt to a considerable extent of a

speculative r ature, founded on the prospect of a complete revolution in the city's transportation f scilities in the next half a dozen years. Of the other hand, there has never before been a time when the congestion of the pop dation in Manhattan was so great as at the present moment, or when the deman fi for housing in the outlying boroughs was so insistent as it is now. The flood of foreign immigration is but one of many ndi eations which confirm the popular bel'ef that the growth of the city has beet exceptional in the last two years. But precisely during that period there has been the middle grade of residence housing in Manhattan. It is several years since the building of private houses, except for the very rich, virtually came to an end, and since the present Tenement House law went into effect, in 1901, few apartments renting at moderate prices have been erected. Apart from tenements, expensive elevator flats, hotels and costly private dwellings, the supply of residence housing in Manhattan is surprisingly little in excess of what it was two years ago. The situation in the central borough

makes it imperative to provide room elsewhere for the bulk of the city's increase in populatio . Despite its overcrowded condition the Brooklyn Bridge is still the quickest and most economical means of sub-urban communication, and Brooklyn onsequently continues to receive the argest share of the overflow from Manhattan. Some idea of the great volume of this overflow may be obtained from a comparison of the recent building statistics of the two boroughs. During the first three months of the present year plans were filed for 746 new buildings in Brooklyn, as against only 274 in Manhattan. The average cost of the Manhattan buildings, however, was \$63,000, as against \$7,000 for those in Brooklyn. In other words, the construction movement in the latter borough is directed especially toward the production of inexpensive dwellings to accomodate the increase in the middle-class popu-lation, for which Manhattan has practically ceased to provide new housing. This



The state of the control of the cont

Brooklyn have their places of business in that immediate vicinity, the others being obliged to go by foot or vehicle to other points in the wholesale and financial di-stricts extending from, say, Bowling Green

that immediate vicinity, the others being obliged to go by foot or vehicle to other points in the wholesale and financial districts extending from, say, Bowling Green to Grand street.

"To afford relief, certain improvements are in hand and some nearing completion. The subway system is already being extended, the Williamsburg bridge is nearly inshed and the Manhattan bridge is well begun. When these works are completed by the city at a tremendous cost, the opportunities will be presented to materially improve the situation. In order that such improvement shall be thoroughly effective some plan must be devised to bring the new bridges into harmonious relations with the transportation facilities.

"To effect the highest possible measure of correlation the Maiden kine tunnel was proposed. The city administration is pledged to its construction and it will undoubtedly be completed by the tirre the Manhattan bridge is opened for travel. But even without the Maiden lane tunnel it is evident that in a few years Brooklyn will be almost as accessible to Manhattan as if there were no East River. As an obstruction to travel the river has been eliminated by modern prugress in engineering.

Transportation within Brooklyn itself will also be vastly improved in the near future. The changing of the Long Island tracks in Atlantic avenue is already well under way, the Brooklyn Rapid Transit Company is making heavy expenditures for the perfection and extension of its service, and a municipal subway system is promised similar to the one in Manhattan. Last week a bill was passed by the Assembly at Albany abolishing all grade crossings on the Long Island Raiiroad from East New York to Bay Ridge, on the Manhattan Basch route and on the Brighton Beach road. This bill, if enacted into law, will greatly further the building up of the outlying parts of the borough. Besides abolishing grade crossings, it also provides that the tracks of the Brighton Beach and the Long Island road, which now run parallel to each other for some distance nort

Private Sales.

John H. Berry has sold for the John W. Stevens Building company the ten-story mercantile building, No. 10 West Eighteenth street, on piot 28x82, to M. L. & C. Ernst. J. Adolph I isher has sold for Justice P. Henry Dugro to S. May, the four-story building, on lot 24.8x80, at the southwest corner of Sixth avenue and Firty-eighth street. Mrs. Mary A. Ryan and F. J. Middlebrook as executor of the estate of William M. Ryan have sold the old Connor type foundry property at Nos. 11 and 13 Chambers street, running through to Nos. 3, 5 and 7 City Hall place. The plot has a frontage of 60.8 on Chambers street, 10.10 on City Hall place, and 53.2 on Reade street.

L. J. Philips & Co. have sold for a client to Mayer S. Auerbach, No. 17 City Hall place, a five-story building, on lot 25x100.

Wilmerding & Field have sold for Mrs. Margretta 10dd, Nos. 53 and 55 West Thirty-fifth street, two four-story and basement buildings, on plot 42.10x98.9. The purchaser is Adam Engel, who owns the adjoining property.

Robert M. Fulton has sold for Mayer S.

property.

Robert M. Fulton has sold for Mayer S. Auerbach to Dr. J. R. Nilsen, No. 27 West Eighty-eighth street, a four-story dwelling, on lot 20x100.8.

Sonn Bros. have sold No. 128 West Fifty-third street, a three-story dwelling, on lot 18

Park Row by way of the Brighton Beat line. Extensive improvements are being made at Manhattan terrace and many new buildings are being constructed. The Brighton Beach read, which has a station on the property, furnishes a through service over the Bridge in twenty-six minutes at a five-cent fare. In the last two weeks the Marhattan improvement Company of 21 Park row, Manhattan, which is developing Manhattan Terrace, sold seven residences from the plans at an average of \$8,000 each. Fifteen plots were disposed of during the same time.

Coming Auction Sales.

By John N. Golding.

MONDAY, APRIL 20.

135th street, No. 5, north side, 50 feet east of Pifth avenue, 25299.11, five-story brick tenement T. H. Messenger as executor, vs. T. G. Stein et al. Anderson & A., attorneys; W. O. Arnoid, refered due on judgment, \$22,769.31 subject to taxes, &s., \$76.10. By the McVickar Really Trust Co

By the McVickar Really Trust Co.

Ninety-second street, Nos. 4 and 6, abuth side, 125 feet west of Central Park West, 65x100.8, signory, and the second street, Nos. 128 and 1127, north east corner of Seventy-eighth street, 85x38, seven-story apartment house, with stores, voluntary said.

Eighty-second street, No. 137, north side, 26 feet east of length street, No. 157, north side, 26 feet east of length street, No. 55, north side, 26 feet east of length street, No. 55, north side, 26 feet east of length street, No. 55, north side, 26 feet east of length street, No. 55, north side, 26 feet east of length street, No. 55, wast side, 41.7 feet south of 180th street, 182x75, three-story and basement brick and stone dwelling; voluntary said.

105th street, Nos. 261, 283 and 345, north side, 136 feet west of Pirst avenue, each 25x90.11, three-story tenements, with stores; voluntary said.

141st street, Nos. 200 and 311, north side, 150 feet west of Eighth avenue, cach 25x90.11, two five-story flats; voluntary said.

Neventh avenue, No. 2524, west side, 26 feet north of 146th street, 72x100, five-story flat with stores; voluntary said.

Lexington avenue, No. 905, east side, 205 feet north of Seventiesh street, 20x75.8, four-story and hasement brownstone-front dwelling; voluntary said.

Nixty-sixth street, No. 150, north side, 1856 feet said of Amsterdam avenue, 28x100.5, five-story double tenement; voluntary said.

120th street, No. 812, south side, 285.8 feet west of Fighth avenue, 25x100.11, five-story flat; voluntary said.

north of 104th street, 16.8x100, five-story single flat: voluntary asle.

184th street, No. 30, wouth elde, 435 feet west of Pifth avenue, 22x30.11, five-story double flat: voluntary sale.

101st street, north side, 80 feet east of Lexington avenue, 2702100.11, vacant; voluntary sale, by order of the Provident Realty Company.

By James L. Wells.

Houston street, Nos. 100 and 102, sorth side, 872 feet east of Thompson Street, \$2x19.12.10; lex71.10 to Houston street x 38.1, six-stery brick store; A. F. Hart and another, as administrators, vs. Nichelas Foller et al.; Coudert Fros., attorneys T. B. Osborn, referee; due on judgment, \$21,321.70; subject to taxes, &c., \$1,275; prior mortgages, \$30,000.

By Philip A. Smyth.

subject to taxes, &c., \$1,275; prior morigages, \$20,000.

By Philip A. Smyth.

Thirty-first street, north side, 125 feet east of Pirst avenue, 150,298.9, vacant; public auction sale.

Thirty-accound street, south side, 190 feet east of Pirst avenue, 175,298.9, vacant; public auction sale. Seventy-second street, No. 154, south side, 240 feet east of Tenth avenue, 20,102.2, four-story stone front dwelling; A. R. Appleby et al., as executors, &c., vs. L. C. Gillett et al.: G. A. Vichmann, attorney; M. R. Ryttenherg, referee; due on judgment, \$43,882.20; subject to taxes, &c., \$225.57.

By D. Phoesix Ingraham & Co.

Seventy-sinth street, No. \$17, north side, 226

By D. Phoenix Ingraham & Co.
Seventy-jush street, No. 217, north side, 226
feet east of Second avenue, 225,102.2, four-story
stone front tenement; C. T. Chatillen and another
vs. Leah Crohn et al; Foster, H. & K., attorneys; A.
D. Truax, referee; due on judgment \$18.112.42;
subject to taxes, &c. \$272.81.

Bieventh street, No. 301 to 309, north side, 100
feet east of Second avenue, 1102.103.3, five five story
brick tenements; C. W. Dunlop vs. 4. V. Mulry et
al; Wella & S., attorneys; J. A. Walsh, referee
due on judgment \$15,986.42; aubject to taxes, &c
\$8,000. By Parish, Fisher, Mooney & Co.

By Parism, Finer, mounty a co.

Bradhurat avenue, No. 29, west side, 369.11 feet south of 145th street, 17x60-3x16-3x62.9, three-story briek dwelling: E. E. Cattus vs. J. V. Lawrence et al. (M. Speir, attorney; Thomas McAdam, referred; ducon judgment \$7,279.85; subject to taxes, &c. dueon judgment \$7.229.88; subject \$567.87. Cauldwell aveaue, No. 683. west side. 500 feet north Cedar street, 253100, two story frame dwelling; Camilla Hirsch vs. Fanny Gottlieb et al. L. C. Stein, attorney; A. D. Truaz, referee; due of judgment \$2.567.26; subject to taxes, &c. \$578.26. By Joseph P. Day.

Arthur avenue, No. 2083, west side, 348.9 feet aouth 180th street, two-story frame dwelling: Twelfth Ward Bank vs. Joseph Speirs et al.: C. W. Dayton, attorney; J. P. Keenan, referee; due on judgment 9,248.40. subject to taxes, &c. \$266.63.